



A Quarterly Publication Regarding the Maintenance and Operation of Westwind Aircraft

March 30, 2006 Volume 4, Issue 3

DIRECTOR'S MESSAGE

By Greg Miller, Director, Westwind Products

Westwind Product Support

Hello, all. Here we are well into the New Year, and some days I feel like I'm still in January. I hope each of you and your loved ones are doing well.

My wife and I were fortunate to have visits from both our sons recently, and they were able to take a break from the Midwest's wintry weather. Our first winter in Savannah has been great! Not only "NO SNOW" to shovel, but great weather and flowers right through January. The locals are saying, "Wait till summer hits!" Maybe the snow shoveling isn't so bad. Only time will tell.

Recent happenings include the Westwind Advisory Board meeting held in Dallas, Texas, on March 21. We welcomed Ron Lasker, Vice President of Worthington Aviation, as a new member to the Advisory Board. Ron's extensive Westwind knowledge will surely be of benefit to the entire fleet with his Board participation. Several issues were discussed and action items taken. During the next few months, you will be seeing the results of our efforts in several areas.

A maintenance and operations session was held during PAMA 2006 in Las Vegas on March 29. Attendance was light at the PAMA meeting, which, while disappointing, was not unexpected. The information presented during PAMA will be posted on the www.gdaviationservices.com Web site for a period of time for your review.

Our Materials Group has purchased twelve additional Pitch Trim Actuator cores and has them in process for update and overhaul. This is part of the effort to better support the fleet requirements for this product line. Rest assured that we are making every effort from our end to achieve a level of performance cycle time from the supplier that is acceptable.

Actuator performance improvements are also being worked at this time, including new sealed bearings and spring girdled rotating shaft seals. These two improvements should help reduce the amount of internal corrosion being found during routine maintenance. The PMA group will be looking at possibly going after new improved replacement motors for the Pitch Trim Actuators as well.

I do hope that more of you will take the time to fill out both In-Service Difficulty Reports (ISDRs) and Publications Change Requests (PCRs). During 2005, no ISDRs were sent in, but yet I have received comments and concerns from various operators on issues that should have been submitted to ensure action. When we become aware of an issue, action is taken to make a correction or improvement as appropriate and then to get the information out to as many operators as possible. PCRs are important in our efforts to get the publications to our expected level of performance and can be incorporated in the revision cycle quickly.

There has also been a dropoff in fleet reporting from our Westwind operators, which reduces our ability to understand where the fleet is in hours, landings, and events that help project future fleet actions. Your help in this area is appreciated as well.

The Westwind products continue to be an important segment of the aviation market — well-built, reliable, and effective in its mission sector. Our goal is to provide adequate fleet support to ensure that the aircraft will be in service for many years to come. This publication is our method of getting information out to many of you who we do not correspond with or talk with on a regular basis. Requests for additional content are always welcomed.

Please feel free to contact me with your concerns and/or suggestions in regards to the newsletter or fleet support issues. My contact information is as follows: Office: 912-965-5803; Fax: 912-965-5394; E-mail greg.miller@gdaviationservices.com.

Presentations from the Westwind M & O Session at PAMA will be posted on the [gdaviationservices.com](http://www.gdaviationservices.com) Web site.

WESTWIND PARTS UPDATE

By Greg Miller, Director, Westwind Products

PMA Parts List

Attached to this newsletter is a list of many of the Parts Manufacturer Approval (PMA) parts that are specific to the Westwind aircraft. This list is, by no means, complete, as some of our PMA'd parts are used all the way up through the G100. We just wanted to illustrate that several previously unavailable parts are now readily available.

We are always open for suggestions as to which parts should be next on the list to get manufactured under our PMA effort, so keep the comments coming.

Comments concerning parts are encouraged and can be sent directly to Cathy Diermeier, Sales Manager – Parts (Appleton), at cathy.diermeier@gulfstream.com or via phone at 920-735-7168.

Please remember that we are available 24 hours daily, 7 days per week, 52 weeks per year for all your Westwind parts requirements. Call toll-free at 866-271-GDAS (4327) or 912-965-4700.

TECHNICAL UPDATE

(ATA 25): 121.5 MHz ELT Deadline Reminder

The FAA issued a notice in August 2006 reminding operators that satellite processing of distress signals from 121.5 and 243 MHz emergency locator transmitters (ELTs) is scheduled to end on February 1, 2009. Operators will have to switch to ELTs operating at 406 MHz, which are more reliable and provide search-and-rescue (SAR) agencies more complete information for detection by satellites.

The National Oceanic and Atmospheric Association (NOAA) reports that about 99 percent of the 121.5-MHz distress signals it receives each year are false alerts. As a result, rescuers normally wait for extra satellite passes over the alert area or some other verification of an actual emergency before activating a 121.5-MHz SAR response. The delay can mean hours before a SAR mission is initiated for a 121.5-MHz distress alert. In contrast, the response time for a 406-MHz alert is measured in minutes.

Because a 406-MHz beacon transmits its own unique digital identification code, the registered owner can be contacted for verification of an actual alert or asked to turn off a 406-MHz beacon transmitting a false alert signal. Quick verification capability means that in the event of a real emergency SAR personnel can be quickly mobilized.

SERVICE BULLETIN UPDATE

By Gene Herrera,
Customer Support Technical Bulletin Group

Here is the Westwind service bulletin update for March 2006.

Released

No new Westwind service bulletins have been released since 4th Quarter 2005.

Pending**Service Bulletin 1124-24-155**

Title: Electrical Power – Replacement of Remote Control Circuit Breaker in the Main and Alternate Fuel Boost Pump Electrical Circuits

Effectivity: 1124 and 1124A Westwind, serial numbers 187 through 234 except 226, 228, 230, and 231

Projected Release: 4th Quarter 2006

Description: Provides instructions to replace the existing RCCB and modify the airframe wiring to accommodate the new RCCB. Additionally, instructions are provided to modify the left and right DC contactor boxes.

TECHNICAL PUBLICATIONS UPDATE

By John Taylor, Senior Technical Writer, Mid-Size Cabin

General Update

Technical Publications plans to issue the second 2006 revision for the 1124 aircraft Manual Suite and CD-ROM products at the end of July. Highlights of this revision will be as follows:

Aircraft Maintenance Manual (AMM) Revision 35

Chapter	Page	Change
05-10-00	(Replace Section)	Page 205. Landing Gear (Chapter 32). Added "from date of manufacture" to REPLACE column for Bottle Replacement. Step C (1).
		Page 207. Oxygen (Chapter 35). Added "from date of manufacture" to REPLACE column for Bottle Replacement. Step D (1).
		Page 208. Thrust Reverser (Chapter 78). Added "from date of manufacture" to REPLACE column for Bottle Replacement. Step F (2).
05-25-00	(Replace Section)	Page 204. Landing Gear (Chapter 32). Added "from date of manufacture" to INTERVAL column for Bottle Replacement. Step 5. A (2)(b).
		Page 206. Oxygen (Chapter 35). Added "from date of manufacture" to INTERVAL column for Bottle Replacement. Step 8. A (2).
		Page 206. Thrust Reverser (Chapter 78). Added "from date of manufacture" to INTERVAL column for Bottle Replacement. Step 10. B (2)(b).
05-40-01	(Foldout Page 209/210)	Added additional information for Step B (2) under Access / Reference column clarifying inspection procedure / requirements.
05-50-00	(Replace entire section)	Pages 203 - 206. Added new procedures for Bird Strike – Inspection and Cleaning requirements.

Illustrated Parts Catalog (IPC) Revision 11

Chapter	Figure	Change
30-10-00	2	Pg. 3, Item 1. Added new alternate part number for hose.
	(Replace Section)	
		Pg. 10, Item 120. Added new alternate part number for hose.

Structural Inspection Program (SIP) Revision 9**Section****Change**

05-40-01 (Foldout Page 209/210)

Added additional information for Step B (2), under Access / Reference column clarifying inspection procedure / requirements.

Phase Inspection Program (PIP) Revision 20**Section****Change**CAL/SPEC INSP & REP/OV SCH
(Replace Section)

Page 5. Landing Gear (Chapter 32). Added "from date of manufacture" to INTERVAL for Bottle Replacement. Step 5 A (2)(b).

Page 7. Oxygen (Chapter 35). Added "from date of manufacture" to INTERVAL for Bottle Replacement. Step 8 A (2).

Page 9. Exhaust (Chapter 78). Added "from date of manufacture" to INTERVAL for Bottle Replacement. Step 10 B (2)(b).

Revision Schedule – 2006**Revision****Date****Status**

Revision Cycle 1

January

Released

Revision Cycle 2

July

Planned for release July 2006

Future Revisions

Future Revisions will be released for each manual as Publications Change Requests (PCRs) and Israel Aircraft Industries (IAI) requirements dictate changes needed to sustain the fleet.

Publications Change Request Submittals

As a reminder – customers who find an error in a manual should use the convenient on-line Publications Change Request (PCR) form. This form, which is found on all Gulfstream and General Dynamics Aviation Services (GDAS) Web sites, enhances the ease and speed of submitting change requests to Technical Publications.

To locate the form, access the GDAS Web site (www.gdaviationservices.com) and click on “Publications and Bulletins” and “Publications Change Request.” Follow the instructions provided. Upon submission of the change request, a tracking number will automatically be assigned for your convenience.

We feel this form enhances the ability to receive communications from our customers and allows us to continue to accelerate the refinement process for our products.

Points of Contact

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Our continued commitment is to provide you with the finest technical publications, services, and CD-ROM products available. Our ongoing focus is to improve the accuracy and timely delivery of all products.

Should you have questions or comments about any initiatives, products, or services, please feel free to contact David Craig, Manager of Technical Information.

FLIGHTSAFETY NEWS AND QUIZ

Submitted by Tom Vail, FlightSafety International (FSI), Wilmington Learning Center

FSI 2006 Westwind Maintenance Course Schedule

Upcoming Westwind Maintenance Course dates are listed below. Off-site training may be arranged by contacting Tom Vail or Valerie Marvel using the information below.

Westwind Maintenance Initial Course (10 days)

May 15, July 31, and November 27

Westwind Maintenance Update Course (5 days)

June 26 and September 18

Westwind Engine Run & Taxi Course

Scheduled on Request



For more information or enrollment in any Westwind Maintenance Course, please call either Tom Vail or Valerie Marvel at 800-733-7548 or 302-221-5100. You may also reach them by e-mail at Valerie.Marvel@flightsafety.com or Tom.Vail@flightsafety.com. To learn more about the Greater Philadelphia/Wilmington Learning Center, logon to www.flightsafety.com, click "Training Location," and select Philadelphia/Wilmington.

The Westwind quizmaster took a break with the December issue, so there's no rest of the story or quiz winner to announce.

(ATA 32): New Technical Quiz

A fuse is installed between the forward and rear brake line at the main gear. Why is the fuse in the system? If this fuse were installed backwards, what would be the effect on the normal braking system? On the emergency braking system?

E-mail your answers to jerry.gullekson@flightsafety.com, or contact him at 800-733-7548 or 302-221-5100. The first technician that submits correct answers to the questions will receive a FlightSafety polo shirt.

ELCORTA UPDATE

Submitted by Mike Melville, ELCORTA

(ATA 00): Dave Del Corso Is New Director of Maintenance

Earlier this year, David Hatfield resigned as Director of Maintenance for Elcorta, Inc. after 5 years with the company. He has taken another DOM position at the New Castle County Airport (ILG) with a local operator. We wish him well with his future endeavors.

The Director of Maintenance position has been filled by Dave Del Corso. Dave comes to Elcorta after 16 years with Independence Air out of Dulles International (IAD). He is looking forward to the transition into corporate aviation. His experience in managing personnel and completing jobs efficiently will be an asset to Elcorta and our customers. The phone and fax numbers all remain the same. Feel free to contact Dave with any of your Westwind needs.

For more information on ELCORTA, Inc., contact them at 302-322-7757 (phone), 302-323-1959 (fax), info@elcorta.com (e-mail), or online at www.elcorta.com (Web site).

TRIMEC UPDATE

Submitted by John Dunn, Trimec

Maintenance Training

Trimec Aviation Inc. is offering Westwind maintenance training at our Ft. Worth, TX, facility through Scott Hill with AccuJet Aviation Maintenance Training. The course is FAA-approved for Inspection Authorization (IA) renewal. Contact Trimec for the 2006 training schedule.



Rudder Trim

Several new Westwind operators have called us asking why their aircraft “wing walks”. We have heard this same question for years, so we thought we would offer a few suggestions to help correct the problem.

First, though, the pilot and mechanic need to understand the difference between wing walk and “Dutch roll”. The first is a roll axis problem and the second is a yaw axis problem—two different controls with very similar characteristics. Almost every Westwind we have worked this problem on has turned out to have a very slight Dutch roll. In almost every case, we were able to either eliminate the problem or lessen it to a greater degree by doing the following:

1. Run the rudder trim to the right stop and hold the trim switch in that position for 2-3 seconds. (DO NOT depend on the trim indicator for any of this.)
2. Run the trim to the left stop and again hold the switch.
3. Center the trim and go fly.

The trim actuators are not connected and will run at slightly different speeds. Over a period of time, they will position themselves out of rig and will bend the tab out of shape—causing a Dutch roll. Synchronizing the actuators again will straighten the tab. Don’t worry, it doesn’t hurt the tab at all.

Wing De-ice lines

We recently had a problem with the wing boots failing to fully inflate on a Westwind II. We looked at the distributor valve, all the aft equipment bay plumbing, and the boots themselves for excessive pinholes. All the pressures were within the system limits. We discovered that the wing lines run under the lav floor area, up each side of the fuselage to the wing root bulkhead fittings, and then to the boots. Because the lines under the floor are the lowest point in the system, moisture had collected in them over the years and turned the bottom of the tubes into Swiss cheese. We made new lines, and the system worked perfectly.

Next time you are in the area for maintenance, take a good look at the lines, or even put a little pressure in them and do a leak check. It might disclose a similar problem.

For more information on Trimec Aviation Inc., you can contact them at 888-303-1124 or 817-626-1376, send an e-mail to jdunn@1124.com, or visit their Web site at www.1124.com/.

ACCUJET’S QUARTERLY MAINTENANCE TIP

Submitted by Scott Hill, AccuJet Aviation Maintenance Training

(ATA 29): Cause and Cure for Emergency Pump Short Cycling

Is your aircraft’s emergency hydraulic pump “short cycling”? With power on the aircraft and the HYD EMER PUMP circuit breaker pushed in, the emergency pump electric motor should run until the pump produces 1,000 psi and then shut off. Pressure should slowly drop until it reaches 800 psi, at which point the pump will turn back on until it gets to 1,000 psi again. The time in between the pump cycling off and back on should be no less than two minutes. If the pump cycles in under two minutes, it is considered to be short cycling. All the time, it seems, I see “Emergency hydraulic pump short cycles” written up on the incoming squawk list when planes are in for inspections.

What causes the emergency pump to short cycle? Well, several things may cause the 1,000 psi to drop faster than it should: leaks (internal or external), thermal relief valve malfunctioning, pressure switch

malfunctioning, or an improperly-serviced emergency brake system accumulator. The latter is the most common cause that I have seen.

The procedure for “Hydraulic Emergency System Accumulator Charging” is found in section 12-10-03 of the Aircraft Maintenance Manual (AMM). It calls out to charge the accumulator between 170 to 190 psi depending on the outside air temperature.

Outside Air Temperature	Charging Pressure
-20°F to 30°F	170 ± 5 psi
31°F to 80°F	180 ± 5 psi
81°F to 130°F	190 ± 5 psi

This accumulator is very small, and servicing it correctly is extremely critical. Make sure you pump the brakes down all the way (watching the direct reading gauge in the cockpit) while maintaining at least 500 psi of nitrogen in the accumulator. This allows the separator piston to bottom out completely, giving you the calibrated critical area inside the accumulator prior to the final charging pressure.

If the accumulator is under serviced, it will not have enough pressure on the separator piston to push all of the hydraulic fluid out throughout its entire action, causing the hydraulic pump to short cycle as pressure in the system bleeds down to 800 psi.

If a little bit of something is good, then more would obviously be better! Right? Wrong! At least in this case it is wrong. If the accumulator is over serviced, then there will not be enough space for the correct amount of hydraulic fluid to be stored within the accumulator, since more space is taken up on the nitrogen side of the separator piston. Not enough hydraulic fluid being stored in the accumulator correlates to the emergency pump short cycling as well.

NOTE: Please keep in mind that when servicing the hydraulic reservoir that you should not only release the pressure in the T/R accumulator but also pump down the emergency brake system accumulator, as mentioned in Hydraulic Reservoir Servicing 12-10-03, to keep from overfilling the hydraulic reservoir, which results in fluid spewing out of the overpressure relief valve on top of the reservoir lid.

Please visit our updated Web site (www.accujet.net) for more information about our Westwind Maintenance Courses and training schedules.



Emergency Brake System Accumulator

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WESTWIND / COMMODORE JET FLEET STATUS

By Martin Manning, Reliability Engineer

Following is the status of the **1124/A Westwind** fleet as of February 28, 2006, based on our records:

- In-service Operations – 1,925,143 hours; 1,455,942 landings
- Fleet Leader(s) – 30,806 hours; 22,556 landings
- In-service Aircraft – 223 North America, 4 Central America, 3 South America, 2 Middle East, 1 Europe, 8 Australia = 241 total
- Twelve-month Dispatch Reliability Average – 99.93%

Following is the status of the **1123 Westwind** fleet as of February 28, 2006, based on our records:

- In-service Operations – 77,329 hours; 46,111 landings
- Fleet Leader(s) – 9,494 hours; 9,324 landings
- In-service Aircraft – 12 North America, 1 Central America, 3 South America, 2 Middle East = 18 total

Following is the status of the **1121/B Commodore Jet** fleet as of February 28, 2006, based on our records:

- In-service Operations – 249,912 hours; 87,451 landings
- Fleet Leader(s) – 11,169 hours; 10,609 landings
- In-service Aircraft – 37 North America, 2 Central America, 3 South America, 1 Africa, 1 Caribbean = 44 total

Editor's Note: Although Gulfstream sends out monthly Reliability sheets to all operators requesting current flight data and component issues, we get minimal response from Westwind operators and no data from the others. Operators, won't you help us get more accurate data by returning the requested information?

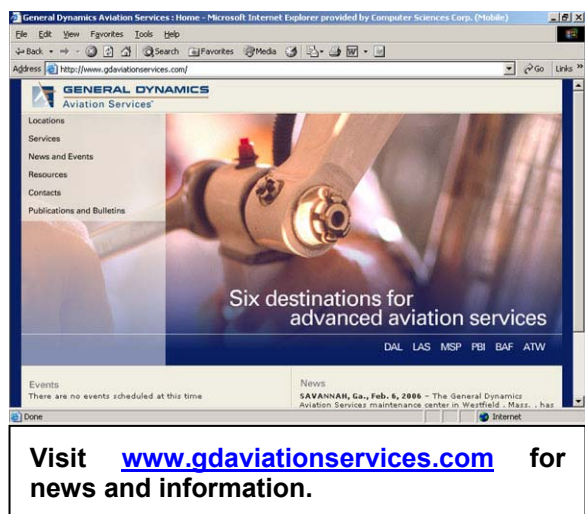
GENERAL INFORMATION

- **PAMA Presentations on Web Site** — As announced in the Director's Message, the presentations from the Westwind M & O Session at the PAMA 2006 Convention will be posted in the Events section of www.gdaviationservices.com.

- **Master Information Record Forms** — Master Information Record (MIR) Forms are posted on the www.gdaviationservices.com Web site. The Adobe® Acrobat® PDF form is for printing, completing, and faxing to Gulfstream. The eMIR form is a Microsoft® Word document that can be completed electronically and e-mailed to Gulfstream. To access the forms, point your browser to www.gdaviationservices.com and click "Resources" → "Resources Home."

- **GDAS Call Center Instructions** — The GDAS Call Center instructions for 24-hour support and access can be found on the www.gdaviationservices.com/ Web site by clicking "Contacts" and selecting "24 Hour Phone Support Instructions" from the menu.

- **In-Service Difficulty Reporting** — The In-Service Difficulty Report (ISDR) form is posted on the www.gdaviationservices.com Web site for your convenience. Use this document to submit detailed information about any difficulties you experience and unscheduled parts replacements on your Westwind aircraft (all 112X series). To download or open the form, point your browser to www.gdaviationservices.com, click "Resources". Send the completed form to Reliability/Maintainability Engineers Bev Smith-Floyd and Martin Manning at



Gulfstream Savannah; fax – 912-965-4704; e-mail – bev.smith.floyd@gulfstream.com and martin.manning@gulfstream.com.

- **www.gdaviationservices.com** — Westwind operators can find additional information about available products and services at the www.gdaviationservices.com Web site.
- **Westwind News on the Web** — Archived issues of *Westwind News* can be found in the “Resources” menu on the www.gdaviationservices.com Web site.
- **Westwind News Distribution** — Distribution of the *Westwind News* has been via e-mail to Westwind operators with that capability and fax to those who do not have e-mail. E-mail is the preferred distribution method, due to the clarity of graphics and the ability to retrieve the document from any location with Web access.

If you prefer to receive this publication via e-mail, please notify Gary Arms at 912-965-4827 or gary.arms@gulfstream.com. Please include your name, company, job title, e-mail address, and the aircraft type and S/N you operate.

MOLs

The following Maintenance and Operations Letters (MOLs) have been released since the last update:

- **Westwind-MOL-05-0008**, 12/20/05, AFM Revision to Address Upper Wing Surface Icing
- **Westwind-MOL-06-0001**, 2/11/06, Astra In-flight Engine Shutdown
- **Westwind-MOL-05-0008**, 3/10/06, Gulfstream Field Service Update

SBS

No Alert/Service Bulletins (ASBs/SBs) have been released since the last update.



WESTWIND NEWS

Senior Editor – Gary Arms

Contributors – David Craig, John Dunn (Trimec), Lynn Hart, Gene Herrera, Scott Hill (AccuJet), Martin Manning, Mike Melville (Elcorta), Greg Miller, Charles Spurlock, John Taylor, and Tom Vail (FSI)

The *Westwind News* is intended to provide quarterly updates on technical and product support, service, training, publications, events, and operational insights for the Westwind series of aircraft.

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Contact Information – General Dynamics Aviation Services welcomes your questions, comments, or ideas about this publication. Send them by phone: 912-965-5803; fax: 912-965-5394; or e-mail: greg.miller@gdaviationservices.com. The mailing address is Westwind News, c/o Greg Miller, Gulfstream Aerospace Corporation, P.O. Box 2206, M/S D-25, Savannah, GA 31402-2206.

Disclaimer – This document is intended to provide Westwind operators an update on current safety/technical issues affecting their aircraft. **It is for information purposes only.** Any technical content in this publication, where so noted, will be submitted for inclusion in the next possible revision of a related technical publication, i.e., Maintenance Manual, Wiring Diagram Manual, Illustrated Parts Catalog, Computerized Maintenance Program Work Cards, Airplane Flight Manual, etc. (Technical Publications are recognized as the only official publications for maintenance and service of Westwind aircraft.)



PMA PARTS LISTING

Part	Description	Alternate
AR170-1	LATCH	
333060	HANDLE ASSY	2330
573011-501	CONTROL ASSY, LAND GEAR	
AD2058	BATTERY	
ST310-2PH	PORT, STATIC SINGLE, HEATED	
51394H250	CLAMP	
18276-200	CLAMP	
18276-250	CLAMP	
340019-6	CONNECTOR	
3185-1A	SELA LAMP CONNECTOR	
AL5114	INVERTER	
AL1245T1185	LAMP	
AL1245T250	LAMP	
AL1245T287	LAMP	
AL1245-1320	LAMP, FLOURESCENT	
AL1235T460	TRI BAND COLOR FLUORESCENT LAMP	
AL0599	INVERTER, POWER	
AL5113	CONNECTOR, FLUOR	
AL1235-800	LAMP	
AL1235-150	LAMP	
AL1235T-700	LIGHT	
AL1235-1040	LAMP	
AL1235-1140	LAMP	
AL1235-1168	LAMP	
AL1235-1203	LAMP	
AL1235-1220	LAMPS FLUORESCENT	
AL1235-1236	LAMP	
AL1235-220	LAMP	
AL1235-272	LAMP	
AL1235-350	LAMP	
AL1235-419	LAMP	
AL1235-447C20	LAMP	
AL1235-460C28	LAMP	
AL1235-477C20	LAMP	
AL1235-485	SERIES "12" WARM WHITE LAMPS	
AL1235-508C40	LAMP (CURVED)	
AL1235-533	LAMP	
AL1235-560C	FLUORESCENT LAMP	
AL1235-560C2	LAMP FLUORRENT	
AL1235-560C2S	LAMP	
AL1235-560C-2S	FLUORESCENT LAMP	
AL1235-606	LAMP	
AL1235-610-2S	LAMP	
AL1235-640	lamp	
AL1235-642	LAMP	
AL1235-666	LAMP	
AL1235-685C3	LAMP	
AL1235-685C3-2S	LAMP	

AL1235-700	LAMP
AL1235-740	LAMP
AL1235-911	LAMP
AL1235A360	LAMP
AL1235T1003B	LAMP
AL1235T1016C45	40.00" CURVED LAMP
AL1235T1040	LAMP
AL1235T1060	lamp 42"
AL1235T1066	LAMP
AL1235T1072C40	LAMP
AL1235T1090	lamp 43"
AL1235T1097	LAMP
AL1235-T-1097	LAMP
AL1235T1099	lamp 43"
AL1235T1112B	LAMP
AL1235T1140	45" TRI BAND LAMP
AL1235T1168	45.98" LAMP
AL1235T1185	LAMP
AL1235T1220	LAMP, TRI-BAND
AL1235T-1220	LAMP
AL1235T-1320	LAMP
AL1235T150	LAMP
AL1235T165B	LAMP
AL1235T228B	LAMP
AL1235T-250	LAMPS/LENSES
AL1235T265	LAMP 10.43 INCHES IN LENGTH
AL1235T287	LAMP
AL1235T300	LAMP
AL1235T311B	LAMP
AL1235T320	LAMP
AL1235T355B	LAMP TRIBAND
AL1235-T-360	LAMP
AL1235T-420	LAMPS/LENSES
AL1235T-490	LAMPS/LENSES
AL1235T-610	LAMP
AL1235-T-650	LAMP
AL1235-T-750	LAMP
AL1235T-900	LAMP
AL1235-T-900	LAMP
AL0519	HOLDER, LAMP
AL1235T666	LAMP
AL1235-1097	LAMP
AL1235T1016	LAMP
AL1235T1097B	LAMP
AL1245T666	LAMP, 26"
AL1245T610	LAMP
AL1235-T-1040	LAMP
AL1235-420	LAMP
AL1235-650	LAMP
AL1235-750	LAMP
AL1235-900	LAMP

AL1235-250	LAMP	
AL1235-320	LAMP	
AL1235-360	LAMP	
AL1235-460	LAMP	
AL1235-490	LAMP	
AL1235-1320	LAMPS FLUORESCENT	
AL1235-T-1220	LAMP	
AL1235-T-320	LAMP	
AL1235-560	LAMP	
AL1235-630	LAMP,FLUORESCENT	
AL1235-610	LAMP	
AL5112	POWER UNIT	
AL1235T1200	LAMP	
AL1235-1070	LAMP, FLORESCENT	
AL1235-1016	LAMP, FLUORESCENT	
AL1235-265	LAMP 10.5"	
AL1235-371	LAMP	
AL1235T228	TRI BAND LAMP	
1532-10A	DISTRIBUTOR VALVE	
25S7D5083-09	DEICE BOOT	
25S7D5083-10	DEICE BOOT	
25S7D5083-01	DEICE BOOT-WING L/H	
25S7D5083-03	BOOT,DEICE-STAB LH	
25S7D5083-02	DEICE BOOT - WING R/H	
25S7D5083-04	BOOT,DEICE-STAB R/H	
25S7D5083-05	DEICE BOOT	
3D2405-2	STALL STRIP	
193058-517	VANE ASSY	
16785	DISCHARGER, STATIC WICK	
15344	DISCHARGER, STATIC WICK	
S11L161C	SPRING	
S11K-26R	SEAL	
S11K4R	SEAL	
S11L162C	SPRING	
3D2485-06	TIMER, DEICE	
653054-511	GASKET	
653054-509	GASKET	
193058-518	FLAP VANE-CNTR.OUTBD.RH	
453512-005	BUSHING	
453005-29	BUSHING	453005-29-51
453005-31	BUSHING .490	
453005-33	BUSHING	453005-33-51
503517-545	CABLE ASSEMBLY	
653073	GASKET	
403016-4	RETAINER	
653054-517	GASKET	
713023	FILTER (ALT 031324)	
333043	BUSHING	
653054-525	GASKET	
503028-1	CABLE ASSY	
503028-501	AILERON CONTROL CABLE ASSEMBLY	
653054-527	GASKET	

653054-529	GASKET	
503028-535	CABLE, NOSE STEERING	
653743-509	GASKET	
123585-11	STOPPER, CABIN STEP	
213718-1	BUSHING	
503517-543	CABLE	
503580-503	LUG ASSEMBLY	
403016-14	ANGLE	
453005-509	SPLICE ASSY, REAR HORIZ SPAR	
653743-1	GASKET	
713086	GASKET, POWER BRAKE VALVE	
113001-185	PLACARD-MAX BALLAST 75LBS	
113001-45	PLACARD-TOW LIMITS	
883050	PORT, STATIC NONHEATED	
263022-3	FITTING, GEAR DOOR-MAIN	
653054-505	GASKET	
453005-11	BUSHING	
453509-003	SCISSOR-LOWER	
WW4453513-503-51	FITTING, SCISSOR ASSEMBLY	
453509-503	SCISSOR - LOWER	
453007-9	PIN	
453005-7	BUSHING	
453007-5	PIN	
453508-505	SCISSOR-UPPER	
263019-7	ROD	
173086-3	BUSHING, SIDE BRACE TRUNNION	
653054-507	GASKET	
253402-1	BUSHING	
653054-519	GASKET	
503028-517	CABLE ASSY	
503028-531	CABLE, NOSE STEERING	
503028-559	CABLE ASSY	
213035-501	GASKET	
653054-531	GASKET	
503028-533	CABLE ASSY	
193058-515	VANE ASSY	
283028-1	BRACKET	
193058-513	VANE ASSY,INBRD,L/H	
193058-514	VANE ASSY	
193058-516	VANE ASSY, FLAP	
193058-519	VANE, FLAP	
203011-1	SPRING	
283026-1	HINGE	
453505-5-51	STABILIZER TIP	
313687-103	BAGGAGE DOOR CABLE	
513506-505	AILERON ROD	513506-503RE
283008-501	NLG DOOR, FORWARD	
193608-514	RIB ASSY	
193058-520	VANE ASSY, FLAP	
CMA53114-101	COVER, LATCH	
173087-3	BUSHING, SIDE BRACE TRUNNION-AFT	

183003-397	BRACKET	
183003-399	BRACKET	
183003-601	BUSHING	
653743-503	GASKET	
CMA58103-019	DECAL	
CMA71686-501-5	LEVER	
CMA71686-501-7	LEVER	
183003-603	BUSHING, SHOULDER	
203011-501	SPRING	
253526-1	WASHER	
313713-19	SEAL 41" (AF150-20A)	
163009-27	FLAP DEFLECTOR-LH	
713064	GASKET, GEAR SELECT VALVE	
453005-13	BUSHING	
A01WW5753004-003	BRACKET ASSEMBLY	
163009-28	FLAP DEFLECTOR-RH	
343026-95	PROBE ASSY	
3900009-501-12.43	ROD NLG DOOR LINKAGE	3900009-23-12.43RE
403016-5	SLIDE PLATE, UPER LH	
403016-7	SLIDE, LOWER LH	
403016-8	SLIDE, LOWER RH	
403017-10	PLATE, RUBBER LOWER	
403017-21	ANGLE	
503583-1	LINK	
653743-511	GASKET	
CMA71686-501-11	SPACER	
CMA71686-501-13	PLATE, STRIKER	
CMA71686-501-15	LEVER ASSY	
CMA71686-501-19	LOCK	
CMA71686-501-21	TUBE	
123566-501	STEP LEG AFT	
223021-3	VORTEX GENERATOR	
223021-4	VORTEX GENERATOR	
283002-11	SHIM, NOSE DOOR	
283002-9	SHIM, NOSE DOOR	
343026-93	PROBE, WINDSHIELD	
403017-19	ANGLE	
453511-501	BOLT ASSY	
323510-105	PLATE-BACK UP	
503517-542	CABLE	
503517-541	CABLE	
25W358527-105	SWITCH COVER	
CMA71686-501-9	GUIDE	
3900009-501-13.18	ROD, BRAKE PEDAL CONTROL	3900009-23-13.18RE
3900009-501-8.38	ROD, BRAKE PEDAL CONTROL	3900009-23-8.38RE
WW3533114-501RE	SHAFT	533114-501RE
453515-007	BUSHING	
323510-107	PLATE-LIFT RING MOUNT	

503581-1	SPACER	
453517-011	WASHER	
453517-013	WASHER	
453517-015	WASHER	
453517-017	WASHER	
453515-003	BUSHING	
453515-005	BUSHING	
453005-19	BUSHING	
453005-17	BUSHING	
453005-21	BUSHING	
253503-1	SCISSOR, LWR	
253503-505	SCISSOR ASSY, NOSE UPR	
253503-501	SCISSOR ASSY, NOSE LWR	
213915-15	BAND	
213915-18	LIGHT SHIELD	
213915-2	LENS, R/H LANDING LIGHT	
213915-3	SKIN	
213915-5	DOUBLER	
213915-17	SHIELD	
ED13120-1	BUSHING	
ED13120-2	BUSHING	
ED13120-3	BUSHING	
283025-501	HINGE 1/2, NOSE DOOR	
653743-507	GASKET	
123566-503	STEP LEG FWD	
453522-501	BOLT	
453521-003	BUSHING	
333045-181	SEAL-CABIN DOOR	
403016-6	SLIDE PLATE, UPPER RH	
453512-009	BUSHING	
453512-007	BUSHING	
1173T43	SWITCH	783645-1
21BC113	SOCK, CONDENSER-WATER SEPERATOR	83237-12
42060-001	EMERGENCY BATTERY	V25W849007-501
4204011-505	SHAFT, UPPER INTER	
F10A5SCP201-3	CLAMP, TAILPIPE	
F10A5C20500-15	T/R CATCH	
7509121	FILTER	
270255-02	VALVE	
210833	T-CONNECTOR	V25W751014-501
1392T100-7	SHAFT, FLEX R/H INBD (193545-505)	
1392T100-1	FLEX SHAFT	193545-501
13889	BEARING, CONE	
3393506-2	CASING ASSY	